



Virginia Department of Historic Resources
PIF Resource Information Sheet

General Property Information

For Staff Use Only
DHR ID 020-5567

District Name(s): Campbell's Bridge Mill Worker District

District or Selected Building Date(s): 1800-1945 ☒ Circa ☐ Pre ☐ Post Open to the Public? ☒ Yes ☐ No

Main District Streets and/or Routes: E. River Road, Chesterfield Ave., 3rd Ave., Main St., Canal St., Grove Ave., Cross St. City : Ettrick, Petersburg Zip: 23803

County or Ind. City: City of Petersburg, Chesterfield County USGS Quad(s): Petersburg

Physical Character of General Surroundings

Acreage: ~200 acres Setting (choose one): ☐ City ☒ Urban ☐ Town ☐ Suburban ☐ Rural ☐ Transportation Corridor

Site Description Notes/Notable Landscape Features/Streetscapes:

Campbell's Bridge is located on the Appomattox River and forms the approximately two century long connection point between Petersburg and the town of Ettrick and Chesterfield County. Petersburg rises to the south with the oldest part of the city abutting the bridge and the old mill ruins along the river. This early section of Petersburg dates to the mid-eighteenth century and is focused on Grove Avenue which runs parallel to the river. The Petersburg portion of the district runs from Canal Street on its western end, to Cross Street to the east, and stops just short of High Street up the hill. Ettrick, north across the river, is an early-to-mid nineteenth century town which was created for workers of the mills on the Appomattox. Lower Ettrick was in existence by 1830 with upper Ettrick being created in the mid-nineteenth century specifically to serve new manufacturing companies. Chesterfield Avenue is the main artery of the town and forms the western border of Virginia State University. Lower Ettrick is a few blocks square with some elevation changes. Upper Ettrick (the New Town section) consists primarily of Second and Third Avenues and is bounded by East River Road to the north. The buildings in both sections of the district are almost entirely one and two story frame construction dating from the nineteenth and early twentieth centuries. There are many single and duplex tenement dwellings.

Ownership Categories: ☒ Private ☒ Public-Local ☒ Public-State ☒ Public-Federal

General District Information

What were the historical uses of the resources within the proposed district? Examples include: Dwelling, Store, Barn, etc...

Dwelling, Commercial, Government, Industry

What are the current uses? (if other than the historical use)

Architectural styles or elements of buildings within the proposed district: Italianate, Greek Revival, Queen Anne, Colonial Revival, Second Empire, Bungalow, Commercial Style

Architects, builders, or original owners of buildings within the proposed district:

Are there any known threats to this district? Demolition, Neglect

General Description of District: (Please describe building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district and a general setting and/or streetscape description.)

The proposed Campbell's Bridge Mill Worker's District consists of two areas divided by the Appomattox River, but sharing significant history, architecture, and archaeology. The Petersburg section of the district is anchored along the Appomattox River by Grove Avenue, a section of the oldest street in Petersburg. Rising up the slope from the river and Grove Avenue are a series of longstanding residential streets bordered on the east by Cross Street, on the south (but does not include) High Street, and on the west by Canal Street. The remaining interior streets of the district include: Plum Street, Hurt Street, Gilliam Street, part of Low Street, and Squaw Alley. Fleet Street is the route the district takes across Campbell's Bridge to the Ettrick section of the district.

This early part of Petersburg was located next to mills and factories which were sited directly behind Grove Avenue along the river, as well as abutting the bridge and along Canal Street. The existing housing in this area of Petersburg is predominantly frame construction and modest in size and finish. The dwellings are almost entirely one or two stories and include duplexes as well as very simple tenement housing. As compared to the large, decorative homes further down Grove Avenue towards downtown, and up the hill on High Street, this was clearly the part of Old Petersburg which served the laborers and craftsmen. The buildings date from the nineteenth through the mid-twentieth century, with some examples from the early nineteenth century remaining. Many of the still existent worker houses were constructed during the rebuilding of the city after the Civil War and are often two stories with a gabled roof. There are also a number of flat and shed roofed buildings, as well as hipped roofs on some dwellings. Roofing material varies between standing seam, asphalt, slate, and wood shingle. Exterior siding is generally weather board, both plain and beaded, but there is some brick and a few parged examples. There are side and interior brick chimneys and foundations are generally brick with a few parged. Window types include 2/2, 9/6, 6/6, 1/1 and various multi-pane patterns. There are several commercial buildings along Grove Avenue, including a few brick structures. The predominate styles include: Italianate, Greek Revival, Queen Anne, Colonial Revival, Second Empire, Bungalow, and Commercial Style. There are also some modern ranch style and cinder block construction housing examples, but they do follow the scale and massing of the historic resources. Overall this section of Old Petersburg still retains a high level of architectural integrity and nearly all of the resources are part of the existing Petersburg Old Town Historic District (#123-0097)..

Ettrick begins across the Appomattox River as one leaves Campbell's Bridge and heads up Fleet Hill on Chesterfield Avenue, which divides the town into the earlier Lower Ettrick and the later Upper Ettrick. This early section of Ettrick developed in the early-to-mid nineteenth century along with the earliest mills and factories on the north side of the river. The district is bordered by Main Street to the south, Jackson Street to the west, Totty Street to the north, and Chesterfield to the west. Other streets include Court Street, Light Street, and Pannill Street. Few, if any early resources remain, but there are a large number of mid-and-late nineteenth century dwellings. The houses are typically one and two stories, frame construction with weatherboard siding. There are small single family homes as well as a number of tenement duplex buildings. Most houses have gabled or hipped roofs with either asphalt shingle or standing seam roofs. Common window types include 1/1, 2/2, 4/4, 6/6. There are numerous side and interior brick and parged chimneys. Foundations are typically brick, with some parged. There are also several masonry and frame commercial buildings along Chesterfield Avenue, including an historic and operating post office.

Upper Ettrick (the New Town section) is on the right side of Chesterfield, which forms its western border, and north of VSU. The southern border is Boisseau Street, the eastern border is 3rd Avenue, and the northern end is bordered by Granger Street and East River Road. 2nd Avenue runs down the center of Upper Ettrick. There is a greater variety of housing styles in Upper Ettrick as a result of the later nineteenth and early twentieth century construction period. Common styles include Colonial Revival, Italianate, and Queen Anne, and later twentieth century Bungalows. The most notable building is a rare c1860 Greek Revival house (#020-5002-0048) which supposedly served as a court house and maybe a jail. The house is called Summerseat and is a one-story house with a porch, which rests on a raised brick basement. The dwellings are typically one and two stories with weatherboard siding, though a few utilize brick masonry construction. Window types are similar to those in Lower Ettrick as are chimney, foundation, and roof types. There are more single family houses in the New Town section of Upper Ettrick but there are no commercial buildings, except along Chesterfield Avenue. Nearly all of the modern houses have been demolished in anticipation of an eventual VSU expansion. While there are certainly stylistic differences between Upper and Lower Ettrick, the similarities and natural architectural transitions unify the two architecturally and functionally. Together Lower and Upper Ettrick were previously found eligible as a potential historic district (#020-5002).

Between the two sections of the potential Campbell's Bridge Mill Worker District is the Appomattox River and an unclear number of ruins of previous mills and factories where the workers from Old Petersburg and Ettrick were employed. There are visible foundations, remnants of dams and mill races, and almost certainly there are significant ruins which remain buried. While many of these archaeological elements have been studied and documented, few are part of any historic district or listed individually. Together, the Appomattox River industrial ruins surrounding Campbell's Bridge, along with the numerous examples of intact nineteenth and early twentieth century worker housing, form an excellent example of nineteenth century industrial life along the Appomattox River.

Significance Statement: Briefly note any significant events, personages, and/or families associated with the proposed district. It is not necessary to attach lengthy articles or genealogies to this form. Please list all sources of information. Normally, only information contained on this form is forwarded to the State Review Board.

Campbell's Bridge has existed as a connection point between the City of Petersburg and Chesterfield County since at least the early 1800s, and is located a short way above the Appomattox falls. The bridge's location is near the end of the Upper Appomattox Canal system, which was the driving force behind the booming mill, manufacturing, and shipping industries which emerged in the Petersburg area beginning in the early nineteenth century and continuing until the early twentieth century. The Upper Appomattox Navigation was begun in 1745 with the clearing of much of the river and the installation of mill dams and locks. The culmination of these efforts was the creation of the Upper Appomattox Company in 1795 in order to construct a series of canals around the falls, offering direct boat access to the Lower Appomattox. The Upper Appomattox Canal was completed c1810 and the overall project included a number of mill races, locks, and smaller canals which enabled the rapid expansion of the mills and manufacturing facilities for five miles above the Appomattox falls. The North and South Canals in particular, provided power to the mills and factories just above Campbell's Bridge and were also the reason for such a large concentration of facilities at this location.

Several industries placed facilities along the Appomattox for both power and transportation. The earliest commercial entities on the river, predating the canal systems, were small privately owned grain mills. Tobacco, the largest industry in the region in the antebellum period, was soon legitimized with the establishment of a tobacco inspection station c1730. With the completion of the canal system and the end of the War of 1812, the number and size of the mills and factories along the river greatly expanded. By 1838 there were five cotton factories, an iron foundry, numerous flour mills and tobacco processing facilities, and several smaller industries as well. All of these industries were also assisted by the establishment of several railroad lines beginning c1830.

With several hundred of mills and factories built and demolished for miles up and down the Appomattox River over several centuries, the total number and the location of some may never be known. Many of the facilities near to Campbell's Bridge are well known, however, and were some of the largest on the river. Just below Main Street in Ettrick was the Ettrick Manufacturing Company which was built on top of an older mill and remained open until 1907. The North Canal continued to The Northside Mills, Merchants's Manufacturing Company, and N.A. Allen Corn Mills, which were all located on the Ettrick side of the river just before the bridge. Previous North Canal Mills included Eanes', Poole's and Eagle Mills. The South Canal served the Pride's Mill and one of the last active mills, the J.N. Stearns & Co. Dyeing Mills which were directly past the bridge and remained open well into the twentieth century. At the end of the South Canal was the Hope Flour Mill.

To help supply a steady source of labor needed for all of these new industries several company supported villages were established, including Ettrick and Matoaca, which added to the population provided by Petersburg. Ettrick emerged c1830 in Lower Ettrick at the top of Fleet's Hill just after crossing Campbell's Bridge. Upper Ettrick, just north of what is now Virginia State University, was built by the Benjamin Boisseau owned Fleet's Manufacturing Company to provide more housing for workers a few decades later. These towns typically consisted of one and two story tenement houses, some single family and some duplexes, and a mixture of rental and worker owned housing. There was also a small mix of commercial buildings to serve the basic needs of the workers without having to go into Petersburg. At the same time, the oldest section of Petersburg focused on Grove Avenue (originally Old Street) along the Appomattox, was also evolving with wealthier citizens moving up the hill towards High Street and beyond. This was particularly true of the western extension of Grove Avenue and the smaller residential streets connected to it. Increasingly the housing stock in this section of Petersburg consisted of small tenement dwellings, modest frame homes, and small commercial buildings of a nearly identical nature as those in Ettrick.

The residents of Ettrick and the western Grove Avenue section of Petersburg changed as the region and its industries evolved. Initially the residents of both Ettrick and the earliest section of Petersburg were primarily white. The initial Ettrick workers were employed in the cotton and flour mills while most African American workers in the early-to-mid nineteenth century worked in the tobacco or shipping industries, on plantations, or in domestic service. Through the nineteenth century the type of manufacturing facilities, the standing of workers in society, the makeup of the population, and the geographical location of predominantly African American and white neighborhoods changed, and so did the makeup of the residents of Ettrick and the western Grove Avenue neighborhood. By 1877 a good portion of western Grove Avenue and most of Cross, Plum, Gilliam, Hurt, Low Streets and Squaw Alley were predominantly African American. Ettrick became a much more racially mixed town by the late nineteenth century and early twentieth century, but still focused on working class residents. This is in contrast to more longstanding African American sections of Petersburg such as Pocahontas Island.

The overall history of Petersburg mirrors many early American cities with steady growth interspersed with dramatic events such as fires and armed conflicts, and economic booms and busts. Petersburg began as an early Colonial era settlement in the early-to-mid seventeenth century. After repeated conflicts with Native Americans it was also the site of the strategically important Fort Henry by the mid-seventeenth century. The original core of the city was laid out in a traditional grid pattern which still remains. The first major challenge to the city was the British occupation during the Revolutionary War which resulted in the destruction of most of the existing city in 1781. Petersburg quickly rebounded and by 1784 had not only rebuilt most of the damaged properties, but had expanded by merging with surrounding communities including Blandford, Pocahontas, and Ravencroft. A huge fire on July 16, 1815 destroyed more than half of the city, including much of Old Street, but again it was quickly rebuilt including the construction of numerous brick buildings. From this period, spurred on by economic growth, the population had doubled by the outset of the Civil War. By 1860 Petersburg was the seventh largest city in the South and ranked second in Virginia in the areas of manufacturing and industry.

The economic devastation and property damage incurred during war, first from the naval blockade of Hampton Roads, and later from the year long siege of the city, was tremendous and it was followed by the economic crisis of 1873. The lingering effects of the war and the economic depression stifled expansion for a number of years and also led to the beginnings of segregation and the dismantling of the Republican Reconstruction government of Petersburg. The economy was further limited by an oversupply of labor and the silting in of the harbor. Shipping and many mills went into permanent decline during the late nineteenth century. Several factors, including the establishment of Fort Lee, the emergence of the trunk manufacturing industry, the construction of the huge Dupont Plant in Hopewell, and the transition of the tobacco industry from leaf processing to finished products, all helped the Petersburg economy rebound in the early twentieth century. The city stabilized from this time on, though faced challenges from WWI and later the Great Depression. However, WWII brought on a modernization of industry and a transformation of housing construction which changed the role of workers and the industries in which they were employed.

The history of Ettrick and Petersburg overlaps in many areas because of the close geographic vicinity, intertwined economies, and linked citizenry. Unlike Petersburg, Ettrick was purposefully created for the purpose of housing mill and factory workers. As a result, Ettrick felt the periodic decline of these industries more acutely than Petersburg. The one factor which has affected and benefitted Ettrick to a far greater degree than Petersburg has been the presence of Virginia State University. Founded in 1882 as the Virginia Normal and Collegiate Institute, VSU provided an educational and economic bulwark to the small Ettrick community beginning in the late Reconstruction period until today. Ettrick also avoided much of the damage from the Civil War and from the several large fires which swept through Petersburg. As a result Ettrick offers a more intact representation of a nineteenth and early twentieth century mill town.

The western Grove Avenue section of Old Petersburg and the early mill village of Ettrick, joined by the numerous mill and factory ruins surrounding Campbell's Bridge, form an intact example of life on the

Appomattox River for a worker in the nineteenth and early twentieth centuries. The boundaries and overall site and streetscapes of the residential areas remain little changed. The collection of housing, and limited number of commercial buildings, offer an excellent vision of the daily life of these workers. The proposed Campbell's Bridge Mill Worker District is significant under Criterion A as an intact example of working life on the Appomattox in early America. The proposed district is also significant under Criterion C because of its intact nineteenth century street patterns and early American working class housing and commercial resources. It is also significant under Criterion D, as discussed below.

Archaeology

The proposed Campbell's Bridge Mill Worker District includes significant archaeological resources with the potential to contribute substantially to the study of nineteenth- and early twentieth-century urban working class life, and industrial and urban development within central Virginia. Specific research areas that can be informed by archaeological research include African-American lifeways, town design and development, industrial architecture, and millworkers' housing. Limited archaeological surveys have documented intact surface features, building ruins, and mill-related structures including canals, mill races, dams and spillways with the confirmed ability to reveal important insights into the industrial, architectural and cultural development of Ettrick and Petersburg, primarily spanning the period from c. 1800 until the early twentieth century. Additional potential exists to uncover evidence related to a Late Woodland/Contact period Appomattox Indian village that was sited in this vicinity. Evidence of standing historic structures coupled with Sanborn maps indicating the height of the areas' development in the early twentieth century indicate that substantial archaeological resources are also to be found on many of the residential lots throughout the district. The economic decline of the district during the second half of the twentieth century spared these areas from urban renewal and redevelopment pressures that destroyed many comparable communities within the state. The recently renewed interest in this area presents an opportunity to identify and study many of the remaining archaeological resources before significant redevelopment occurs.

There are six registered archaeological sites within the proposed district (44CF0159, 44CF0498, 44DW0055, 44DW0195, 020-5308, and 123-0084/44DW0055). Sites 44CF0159 and 44CF0498 are related to mills built along the north side of the Appomattox River. Very little is currently known about Site 44CF0159, but Site 44CF0498 includes the remains of a mill, dam and canal dating from the second quarter of the nineteenth century through the first quarter of the twentieth century. The site form indicates that the dam was a crib dam marked by a row of spikes, some loose stone, a cut-stone spillway, and a cut-stone head gate. The canal measures 1.1 miles long, the longest mill race on the falls, and was partially blasted through bedrock. The mill site is covered by modern fill dirt at the end of Court Street in Ettrick. The tail face runs into the North Canal, 44CF159, through a swampy area. Site 44DW0195, located along the south side of the Appomattox River encompasses a dam and long mill race on the west side of Fleet Street. The mill race crosses under the street and then re-enters the river. In this area on the east side of Fleet Street there is abundant evidence of mill races, spillways, brick and stone foundations, and building piers related to a former milling complex. The Ettrick Mill Site and ruins (020-5308) is registered as an architectural site but the mill buildings were demolished in the early twentieth century, and only their foundations and below ground resources remain. Visible evidence of the stone foundation and mill race was observed during the initial reconnaissance survey. The mill dates between c. 1835 and 1894, and was primarily a silk dyeing operation. The Upper Appomattox Canal (123-0084 and 44DW0055) was constructed to facilitate river trade between Petersburg and Farmville, about 100 miles to the west. The Upper Appomattox Company, founded in 1795, constructed the initial section through Petersburg around 1816 and a portion of this route falls within the proposed district. The works included four stone locks connected in staircase fashion, a stone-arch aqueduct, and several stone culverts. At each of the four mills standing at the time, were dams with locks, two of which were built of stone. The works were partially rebuilt in the 1830's, and continued to function in part into the 1890s. Few remains are visible above ground today, but there is strong potential for uncovering elements related to this important early engineering project.

Unlike many of Virginia's early urban places, much of the district is still intact in terms of its buildings, lot boundaries, and street patterns. Although many buildings have been lost to fires and decay, the resulting

empty lots have not yet been developed, preserving instead the archaeological records of the buildings and people who lived there. Archaeology is a key means by which to uncover vital information about the area's prehistory, the development of urban and industrial landscapes in the nineteenth century, and the lifeways of working class African-Americans who populated this district. The district possesses significance under Criterion D as an area likely to continue to reveal important information about nineteenth and early twentieth century millworker housing/architecture, industrial architecture and design, town planning, and lifeways.

Works Consulted

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Additional Notification:

Chesterfield County

James J. L. Stegmaier
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9901 Lori Road
Chesterfield, VA
23832

Phone: 804-748-1211

Applicant Information (Individual completing form if other than legal owner of property)			
Mr. <input type="checkbox"/>	Mrs. <input checked="" type="checkbox"/>		
Ms. <input type="checkbox"/>	Miss <input type="checkbox"/>	Marcus R. Pollard	Commonwealth Preservation Group
(Name)		Norfolk	(Firm) VA 23517
PO Box 11083			
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marcus@commonwealthpreservationgroup.com		(Zip Code)	
		757-651-0494	
(Email Address)			
(Daytime telephone including area code)			
Applicant's Signature:		Date: August 16, 2011	

Notification			
In some circumstances, it may be necessary for the department to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.			
Mr. <input type="checkbox"/>	Mrs. <input type="checkbox"/>	Dr. <input checked="" type="checkbox"/>	
Miss <input type="checkbox"/>	Ms. <input type="checkbox"/>	Hon. <input type="checkbox"/>	
		City Manager	W.E. Johnson III
		(Name)	
City of Petersburg		(Position)	
		135 N. Union Street	
(Locality)		(Address)	
Petersburg		VA 23803	804-733-2301
(City)		(State)	(Zip Code)
		(Daytime telephone including area code)	

Please use the following space to explain why you are seeking an evaluation of this district.

This area represents a highly intact example of the river mill and factory culture which pervaded the area around Petersburg for more than a century. The domestic architecture is of good quality and much of it is threatened by various development projects. Designation will allow a greater opportunity for the community to focus on protecting the resources and to rehabilitate the resources through historic tax credits.

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes ☒ No ☐
 Would you be interested in the easement program? Yes ☐ No ☐